## Transcript of March 23, 2004 Public Hearing

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

PUBLIC COMMENTS

ON THE DRAFT PROGRAM EIR/EIS

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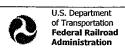
TUESDAY, MARCH 23, 2004 4:00 P.M.

REPORTED BY:

ESTHER F. SCHWARTZ CSR NO. 1564

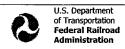
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1	ATTENDEES
2	AUTHORITY MEMBERS:
3	JOSEPH E. PETRILLO, CHAIRMAN MARC ADELMAN
4	ROD DIRIDON LYNN SCHENK
5	MEHDI MORSHED, EXECUTIVE DIRECTO
6	PUBLIC PARTICIPANTS:
7	DEE DEE D'ADAMO
8	RIFCK OSORIO LARRY MILLER
9	DAN CURTIN STEVE COHN
10	LEE BASEE ED THOMPSON
11	JAY HANSEN STUART FLASHMAN
12	BENJAMIN DURAN DARIN GALE
13	MICHAEL KIESLING TIM CREMINS
14	DAN MCNAMARA DAVID UNDERWOOD
15	EDDY MOORE GENE ROBINSON
16	RUSSELL REAGAN PAUL DORN
17	BARBARA WASHBURN ALAN C. MILLER
18	AL CHANEY MARC GUERPETTE
19	STEVE MARTINEZ KEN CHAMPION
20	KRISTINA SERMERSHEIM
21	000
22	
23	
24	
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1	SACRAMENTO, CALIFORNIA
2	TUESDAY, MARCH 23, 2004, 4:00 P.M.
3	000
4	CHAIRMAN PETRILLO: I would like to begin. I
5	know it is a few minutes early, but unless somebody
6	complains I'd just as soon start, and we will use this
7	time to set up some of the housekeeping rules.
8	This is our first hearing on the California
9	High-Speed Authority's Environmental Impact Report for the
10	high-speed rail transportation system for California.
<b>a</b> a	
11	This is a period that we give to the public to comment on
12	the draft report prepared by our consultants. Our
13	consultants have done what they needed to do and completed
14	a report and did the best they can, and now it is time for
15	us to receive all of the comments and for the public to
16	assist us in making an environmental impact report that is
17	perfect.
18	The process for the hearings will be to I have a
19	list of speakers, and we will have public officials
20	speaking first. We would like the speakers to have their
21	comments limited to about three minutes, and I will remind
22	you if you begin going substantially over that.
23	Please, when you come up, say your name and your
24	affiliation. Your comments are being recorded so that
25	they will be available, obviously, to us and the people





1 doing the environmental impact report. I want to 2 encourage all of you who have complex or highly technical comments to submit them in written form so that the 3 4 consultants can adequately understand your comments and 5 then review them and respond to those comments in an 6 effective manner. So please submit those as much as you 7 can. 8 For those that were not here earlier, the Board 9 agreed to extend the comment period through August because 10 a number of jurisdictions and individuals who intended to 11 put in highly technical comments indicated to us that they 12 needed additional time to review what is admittedly a huge 13 and complicated document. In addition, during this 14 extended time, we will have two additional hearings for the purposes of having even more public testimony and also 15 16 to give those, who need that additional time to review the 17 environmental impact report and the technical documents, a 18 chance to comment at that time. 19 So, with that, I will begin. The first speaker we 20 have is Dee Dee D'Adamo, who is from Congressman Cardoza's 21 office.

## PH-S001<sup>22</sup>

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Board Members. My name is Dee Dee D'Adamo. I am a senior policy adviser to Congressman Dennis Cardoza. He has

MS. D'ADAMO: Good afternoon, Mr. Chairman and

asked me to read written comments that he has prepared so

PH-S001-1

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1 that you may have them for your record. 2 I appreciate the opportunity to provide comment to 3 the California High-Speed Rail Authority regarding the 4 Draft Program EIR/EIS. I concur with the Authority's 5 conclusion that our existing transportation system does 6 not meet California's current transportation needs, much 7 less the demands of a growing population. 8 With growth in the State projected to increase 31 9 percent by the year 2020 and 54 percent by the year 2035, 10 it is crucial that we act now to meet this state's 11 transportation infrastructure needs. High-Speed offers a 12 common sense solution to our state's transportation 13 congestion and air quality problems and also provides a vision for our state's infrastructure and economic future. 14 In particular, high-speed rail offers great benefits 15 16 to California's Central Valley. The Central Valley has experienced the highest growth rate in the state in recent 17 18 years. This trend is expected to continue well into the 19 future. Although growth in the valley has growth economic 20 opportunity, it has also brought with it congestion, poor 21 air quality, impaired travel reliability and longer travel 22 times. Additionally, the I-5 and Highway 99 corridors

PH-S001-1 cont

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provide the major surface transportation link between the

northern and southern parts of the state. As an apex of

this state's transportation activity, it is especially



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1 important for the High-Speed Rail Authority to consider 2 the unique problems and needs of the Central Valley when 3 evaluating the draft document. 4 The Central Valley ranks among the worst air quality 5 regions in the nation. The San Joaquin Valley Air 6 Pollution Unified Control District with jurisdiction over 7 eight San Joaquin Valley counties, stretching from San 8 Joaquin to Kern Counties, has recently applied for a bump 9 of its extreme -- of its air quality nonattainment status, 10 moving from severe nonattainment to extreme nonattainment. 11 The extreme nonattainment designation is shared only with 12 the Los Angeles air basin. 13 A high-speed rail system with links up and down the valley will help to alleviate our air quality and 14 15 congestion problems. I appreciate the Authority's 16 analysis of air quality benefits and impacts which 17 estimate a significant decrease into criteria pollutants 18 with the high-speed rail, and wish to underscore the 19 importance of the Authority's consideration of air quality 20 benefits as it evaluates this document, particularly in 21 extreme or severe nonattainment regions. 22 The draft document concludes that development, 23 construction, operation and maintenance of a high-speed 24 rail will result in the creation of as many as 450,000 25 jobs in the state. As a member of Congress representing

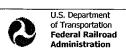
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1	some of the highest unemployment areas in the nation, such	1
2	as Merced County, I believe the potential this project	
3	brings for economic development in the valley is	PH-S001-1
4	especially important. All too often the Central Valley	cont
5	lags behind economic development and job growth	
6	experienced in other regions of the state. I strongly	
7	urge the Authority to adopt a northern county crossing	
8	through Merced County to align with San Jose with route	
9	connections up and down the valley. This option will best	
10	connect the valley with other major urban areas of the	
11	state and also will bring better economic development	1
12	opportunities to the valley. Additionally, I	
13	strongly urge the Authority to incorporate the selection	
14	of a main repair and maintenance facility in Merced County	
15	at the Castle Airport Aviation and Development Center,	
16	also known as the former over Castle Air Force Base.	
17	The draft document outlines the high-speed rail	PH-S001-2
18,	system needs for a main repair and maintenance facility.	
19	The Castle Airport is an ideal location for a repair and	
20	maintenance facility. It meets the outlined criteria and	
21	carries with it the added benefits of public ownership,	
22	available land and opportunities to connect with other	
23	rail and air services.	
24	I commend the Authority Board Members and staff for	PH-S001-3
25	their diligent work on this document. I recognize there	111-5001-3





	1	is much work to be done on the document and that our	
	2	state's financial crisis may delay consideration of the	
	3	bond by the voters. This should not let us lose sight of	
	4	the vision and of our goal and will hopefully provide this	
	5	Board with the opportunity to further improve the	
	6	proposal.	PH-S001-4
	7	I appreciate the opportunity to provide my comments	111-5001-4
	8	and look forward to working with the Authority on this	
	9	project.	
	10	Thank you very much, and I have written comments	
	11	that I will submit to your clerk along with a letter that	
	12	the Congressman sent to the Chairman on October 17th for	
	13	the benefit of the other Board Members.	
	14	CHAIRMAN PETRILLO: Thank you very much.	
	15	The next speaker is Rick Osorio, Councilmember of	
	16	Merced.	
PH-S002	<b>2</b> 17	MR. OSORIO: Good afternoon, Mr. Chairman and	1
	18	Board Members. As I stand before you, I want to thank you	!
	19	for giving us the encerturity to speak to you regarding	PH-S002-1
		for giving us the opportunity to speak to you regarding	
	20	the high-speed rail and current EIR/EIS proposal. I would	
	21	like to say at this time that we of the City of Merced are	
	22	in full support of not only the high-speed rail, but also	
	23	we think you are on the right track I know it's pun	DII G000 0
	24	but on the right track looking at the Diablo alignment in	PH-S002-2
	25	through Merced, which would also be capable of handling	
		<b>'</b>	







1 the hub for maintenance facility in Castle -- the former PH-S002-2 2 Castle Air Force Base. cont 3 More than that, I believe that the high-speed rail 4 is -- at this time if you just look at what is happening 5 at the state, it would be a time and a cost-effective way 6 of moving forward with the transportation needs of not 7 only the Central Valley but the whole state. We need no 8 get away from having -- just building more freeways. We 9 can't even get land for more freeways. We have projects 10 that are on the boards that have been on there for 20 11 years. If we wait 20 more years those projects aren't go 12 to be done anyway, so we should be spending our time like 13 you are, working on the high-speed rail. 14 I think that would solve a lot of problems. It PH-S002-3 15 would solve pollution problems. It would solve 16 unemployment problems for an area that is highly -- at 18 17 percent unemployment. It is the central part of the state 18 where all cities could connect, and I think it would be a 19 system that is efficient by building -- instead of 20 building 3,000 more traffic lanes and highways. Not only 21 that, the cost of land acquisition is getting high; you 22 can't buy any more land to make it worthwhile. 23 The access of -- the travel and access is for 24 longer distance intercity travel, and the high-speed train 25 would derive door-to-door service, and Californians would

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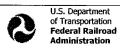
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- 1 finally have a way to get out of their cars and get into
- 2 trains. I know right now that Amtrak is not sufficient
- 3 for our needs right now. If we have to come here to
- 4 Sacramento, we have to leave early in the morning, and
- 5 then leave late at night. It works for Sacramento because
- 6 we have to spend our money hear for lunch and dinner, et
- 7 cetera. That is not what we really talk about.
- 8 It takes a -- for businesses it takes a lot of time
- 9 out of their busy day. If I want to go to a conference in
- 10 San Diego, I have to take a whole day off and ride the
- 11 train to get down there. With this new system it would be
- 12 more efficient. It would work for economic reasons as
- 13 well, not to mention the air pollution that's out there.
- 14 We can continue to blame anybody we want for the air
- 15 pollution, but the pollution is there. We are not going
- 16 to go fix it with just fuel efficient cars. The trucking
- 17 industry has a lot of fuel contaminants also, so it is
- 18 difficult for them because they still have to do business.
- 19 The high-speed rail is the only answer.
- The other thing is the benefits to the City of
- 21 Merced, not only the community of Merced, but all of the
- 22 Central Valley would have more employment, better access
- 23 to the other cities. We have a U.C. Merced. We were very
- 24 persistent in bringing that to our city. That is 25,000
- 25 students that need a ride home at the end of the day. Not

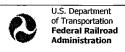
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	1	all of them will be from the Central Valley. Most like to	
-	2	go to other areas to go to school. One only has to look	PH-S002-3 cont
	3	at the Central Coast train that goes down through Santa	
	4	Barbara on Fridays and Sunday nights and see how many	
	5	students ride the train back to the universities that they	
	6	go to. There is another reason to have that there. And	
	7	if there is a way of getting at least a lot of it done	
	8	within the next 20 years, that would be perfect for our	
	9	students when we are full out at U.C. Merced.	
•	10	The other thing that I want to say is that I want to	
	11	thank you for your persistence in continuing the vision of	
	12	bringing this to the state of California. Believe me,	
	13	everyone in California will thank you, and we look forward	
	14	to working with you to make this happen.	
	15	Thank you.	
	16	CHAIRMAN PETRILLO: Thank you very much.	
	17	I would like to acknowledge a representative of	
	18	Senator Boxer's office, Stacey Lybeck, who is in the	
	19	audience joining us. The Senator has been a long time	
	20	supporter of high-speed rail, and we thank her very much	
	21.	for that.	
	22	The next person who has asked to speak is Larry	
	23	Miller of the San Joaquin Rail Committee.	
PH-S003	24	MR. MILLER: Mr. Chairman, Members, thank you	
	25	for the opportunity to be here. I will try to be as	PH-S003-1





PH-S003-1 cont

1 mercifully brief as possible and confine my remarks to the 2 EIR/EIS document. I will come to you in a future meeting 3 with some more detailed remarks about how Amtrak and the San Joaquin service could be more fully incorporated, I 4 5 think, into your plan. They will be constructed remarks. 6 But what I want to confine myself here to now is a 7 small aspect of your plan which regards the no-build 8 alternative. My remarks are on paper. They are for your 9 future reference. But in essence what I would like to 10 suggest is your plan presupposes that the limit on 11 city-to-city travel in California is limited by 12 infrastructure. In other words, you can't build more 13 airports and you can't really expand the airports we have. 14 That is a very valid argument, and I salute you for 15 realizing this. 16 However, a still greater impediment, and this goes to the no-build alternative, is the fact that the airline 17 18 industry itself has changed dramatically, even radically to the point where the airline industry is now focused on 19 20 regional flying, not point-to-point flying. They fly to 21 fortress hubs. In Fresno, for example, and I am very well 22 acquainted within this intimately you might say because my 23 wife markets the Fresno airport to the airline industries.

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We now have regional access to Denver, Salt Lake, Phoenix,

Portland, Seattle, Dallas, et cetera. But what we don't



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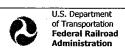
1 have are the flights that we used to have, to Los Angeles 2 and San Francisco, San Diego, et cetera. Those flights 3 are disappearing. It is not a function of Fresno or the 4 infrastructure of the airport. It is not a function of 5 the infrastructure, the limited infrastructure in Los 6 Angeles or San Francisco. But rather it is a more 7 fundamental shift in the industry itself, and they have 8 repositioned their flights and their fleets in such a way 9 that they couldn't and wouldn't fly those routes even if 10 you built the airports. 11 So in your no-buildout alternative, when you 12 presuppose if we build it they would come, they ain't 13 going to come. They've gotten away it. It's not 14 cost-effective for them. So what I am suggesting is that 15 you look at your no-build alternative in such a way as to 16 consider that. It is likely, and here I am throwing a 17 number out, but I suspect that your analysis is 18 underdimensioned by a factor of about two, which, when you 19 reconsider and rework it, would make for a still stronger 20 argument in favor of high-speed rail. 21 With that I conclude my remarks. 22 Thank you. 23 CHAIRMAN PETRILLO: Thank you very much. That 24 is a very good point. I am sure our consultants will take

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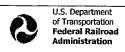


it into account.

Dan Curtin. 1 MR. CURTIN: Thank you very much, Mr. Chairman. PH-S004 3 My name is Dan Curtin. I am the Director of the 4 California Conference of Carpenters. I am happy for the PH-S004-1 5 opportunity to make our comments, which will be very simple, very brief. 6 7 We want to encourage you to do everything possible 8 to keep the development, the planning and everything that 9 goes along with the high-speed rail program on track as 10 much as possible. I realize there is tremendous financial 11 pressures facing the state and you as well. On the face 12 of it, in terms of environmental concerns, if this project 13 goes forward and handles a large portion of our intercity 14 traffic, I think it is a dah, a no-brainer regarding the 15 environment. It's been a long time coming. We see what high-speed rail can do in places like Europe. Used to be 16 17 considered something different because it was a more 18 compact community. But when you have basically an urban 19 sprawl from San Diego all the way to Ventura and Santa 20 Barbara and a short hop, so to speak, to San Francisco and 21 you bring in the Central Valley and Sacramento, it no 22 longer looks like a vast expanse between cities. And this 23 will help the traffic that is just going to continue and grow. There is only so many lanes of highway that can be 24 25 built, even if we can build them, and as you just heard

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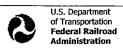
1 about the airports, high-speed rail is technology and the 2 jobs it will bring, not just the construction jobs, but PH-S004-1 cont 3 the technological jobs and the connection of cities and the connection of universities and so on and so forth, 4 5 strongly encourage you to do everything possible to keep 6 moving forward. 7 CHAIRMAN PETRILLO: Thank you very much. 8 The next speaker is Steve Cohn, Councilmember here in Sacramento. PH-S005<sup>10</sup> MR. COHN: Good afternoon, Members of the Commission, and welcome to the City of Sacramento and our 12 lovely Library Galleria building. A few redevelopment 13 dollars went into this, but an excellent building. 14 I am here really for two reasons. I am, in addition PH-S005-5 to being on the City Council, a member of our Regional 15 Transit Board and also past chair and member of the 16 17 Capitol Corridor Regional Rail. But I am here today on 18 behalf specifically of the City of Sacramento. 19 You probably are aware that we are making plans for 20 an intermodal station downtown, and the EIR examines two 21 options or alternatives for a station here in the City of 22 Sacramento, and one is out on Power Inn and the other one is downtown at our intermodal center, and that is really 23 24 what we want you to focus your attention in terms of a

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preferred alternative. Because one of the key elements of





PH-S005-1

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1 the high-speed rail is the revitalization of cities, in 2 particularly the inner cores. That is one of the 3 advantages of high-speed rail over air travel. It is hard to put an airport, although San Diego has managed to do 4 5 it. But I am not sure that is a model for future airports, but it is hard to fit an airport downtown, but a 6 7 high-speed rail station can and usually does go downtown. 8 We really would like you to keep that as our 9 preferred alternative for the City of Sacramento. We have just taken action recently to further along that concept, 10 11 and we are using that EIR from your staff to help plan the 12 expansion of our intermodal facility. It is a facility 13 that we think the whole state will be proud of and it is 14 something that we would like to see high-speed rail 15 connect to. 16 And that brings me to my second point which is we do 17 support high-speed rail. We understand there a lot of 18 challenges ahead. But we really want that to connect into 19 downtown and we want to be sure that Sacramento is a part 20 of that high-speed rail system. 21 If there are any questions, I would be happy to 22 answer those for you. But that is really the thrust of my 23 comments. The intermodal details, so to speak, will be 24 coming out over the next year or two as we prepare, get

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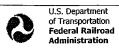
into the design phase. Right now we are still in the





1	planning stages. You may have heard we are actually going	
2	to move the station approximately 3- to 400 feet to be	
3	closer to where the tracks are, and we have checked on	PH-S005-1
4	that and high-speed rail was one of the issues we looked	cont
5	at when we looked at how to design our station. The same	
6	firm that is designing the new facility in San Francisco	
7	is designing our station as well.	
8	So if there are no questions, I will thank you very	
9	much and wish you a wonderful time in the City of	
10	Sacramento.	
11	Thank you.	
12	CHAIRMAN PETRILLO: Thank you very much. That	
13	downtown station is an exciting project.	
14	MR. COHN: Yes.	
15	CHAIRMAN PETRILLO: Anybody from San Diego	
16	want to	
17	MEMBER SCHENK: I like downtowns.	
18	MR. COHN: And I am a U.S.D. grad, too.	
19	MEMBER SCHENK: Anniversary is coming up.	
20	CHAIRMAN PETRILLO: That's right, next month.	
21	CHAIRMAN PETRILLO: Our next speaker is Marc	
22	Garcia.	
<b>PH-S006</b> <sup>3</sup>	MR. GARCIA: Chairman Petrillo and Board	
∠ 4	Members, good afternoon. My name is Marc Garcia. I am	PH-S0061
25	the attorney for and proud member of the Merced County	





PH-S006-1

cont

1 High-Speed Rail Committee. 2 I come to you today as the father of two young boys, 3 as a small businessman and as advocate for the San 4 Jose-Merced route or Diablo route. As a father of two 5 young boys, one of whom has asthma, air quality is a very 6 important issue and one that is dear to me. High-speed 7 rail offers the first legitimate solution to that problem, 8 and I encourage the Commission to seek the 9 Diablo-Merced-San Jose route as the preferred route 10 through the Central Valley. The thought of my family traveling from the corn 11 12 fields of Merced to the beaches of Southern California is an exciting opportunity. As an avid baseball, taking my 13 14 children to Pac Bell Park in just under an hour is also a 15 super opportunity. 16 As a small businessman being in Merced County in the 17 last ten years has opened my eyes. It has brought me to 18 the point where 17 percent of unemployment rate is no 19 longer tolerable. When the Castle Air Force Base closed 20 in 1993, it was devastating to our community. And the 21 opportunity for that center to become one that could be 22 potentially a hub and maintenance facility for the 23 California High-Speed Rail is something that is too good 24 for not only our community, but for the State of

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California to pass up. This is why I am advocating the

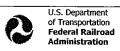




1 San Jose-Merced route. It is also why I am coming to you 2 today, shutting down my office, and advocating for this 3 specific route to come through the Central Valley. PH-S006-1 4 It is time for California to embrace this tremendous cont 5 endeavor. It is time for the Central Valley to be 6 interlinked with the Bay Area and Southern California, and 7 it is time for Merced and the Central Valley to become 8 that route through which we can link those two 9 metropolitan areas. 10 Again, thank you for the opportunity to address you today. Good luck. 11 12 CHAIRMAN PETRILLO: Thank you very much. 13 an attorney also that works on time and materials, I can 14 understand this sacrifice to come here today. Next is Elaine Trevino. PH-S007<sup>16</sup> MS. TREVINO: Are you tired of Merced yet? One more. I am here representing the Chancellor, Carol 17 18 Tomlinson-Keasey, from the University of California, 19 Merced. She asked me to read these written comments. 20 Dear Chairman and Members of the Board, I am pleased PH-S007-1 21 to submit this letter of support for the Draft Program 22 EIR/EIS and the analysis that identified high-speed trains 23 as the preferred system alternative to address future 24 transit needs in California. The University of California 25 Merced will open in fall 2005 as the tenth campus of the

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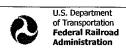
1 University of California and the only research university 2 located in the Central Valley. The campus will grow to an 3 ultimate size of 25,000 students over the next three PH-S007-1 cont decades. High-speed trains will provide a greatly 4 5 enhanced access to the campus for students, factual, staff, colleagues from other universities and other 6 7 visitors. 8 In particular high-speed rail service would permit 9 students from Bakersfield to Stockton to commute from their homes to U.C. Merced, an option that would result in 10 11 significant cost savings and allow greater access to U.C. 12 education for students not living in the proximity of the 13 campus. 14 In addition, the availability of high-speed rail 15 service for U.S. Merced students will create ridership and 16 a commute pattern that would carry on to post collegiate 17 life. High-speed rail service also would contribute 18 significantly to overall economic growth and job creation 19 in the Central Valley. 20 In evaluating the environmental considerations 21 identified in the Draft Program EIR/EIS cost projections 22 for the various routes and ridership potential, the U.C. PH-S007-2 23 Merced campus supports the Diablo route with a hub and 24 route stop at Castle Aviation and Development Center,

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formerly known as Castle Air Force Base. In addition,





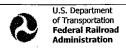
1	U.C. Merced supports location of a maintenance facility at	DII 0007.2
2	the Castle site.	PH-S007-3
3	Thank you very much for your hard work and your	
4	consideration of these comments.	
5	Thank you.	
6	CHAIRMAN PETRILLO: Thank you very much, and	
7	we are not tired of Merced yet, and, in fact, I understand	
8	most of us are moving there.	
9	Lee Basee.	
PH-S008 10	DR. BASEE: Good afternoon, Chairman Petrillo.	
11	Good afternoon, Authority Board Members. My name is Dr.	
12	Lee Basee. I am a local orthodontist in Merced and a	
13	high-speed rail enthusiast.	
14	As chairman of our Merced County High-Speed Rail	
15	Committee, I represent a diverse spectrum background of	PH-S008-1
16	professionals and other community leaders. I would like	
17	to thank the California High-Speed Rail Authority and	
18	staff for all their hard work in making high-speed rail a	
19	reality in California and for their outreach efforts to	
20	date, despite having a small budget to do so.	
21	I believe that the Merced County High-Speed Rail	
22	Committee is in a unique position to provide productive	
23	input to policy discussions on high-speed rail. As	ļ
24	citizens of Merced County community we are residents,	PH-S008-2
25	businessmen and women, parents and advocates and voters	





1	and on the front lines of advocating for a critical	1
2	infrastructure and community service for ourselves and for	
3	our children. Our group was formed for the sole purpose	
4	of advocating the importance or high-speed rail, not only	
5	for Merced County, but for the entire Central Valley.	PH-S008-2
6	The Central Valley unfortunately continues to be	John
7	number one on the list of things that are undesirable. We	
8	lead the nation in poverty levels, unemployment and high	
9	teen pregnancies. As a community leader, we realize that	
10	doing nothing will not change the statues on this list.	İ
11	We want to be number one the list for something that is	
12	good, for something that is productive, for something that	
13	is good for the environment. And that would be bringing	
14	high-speed to our community.	
15	The mission of our committee is to advocate for	
16	California's high-speed rail system on the Diablo range as	
17	the alternative route, as the preferred stop by 2004.	
18	Additionally, we are advocating for the Castle Aviation	· ·
19	and Development Center as a train stop and as a	PH-S008-3
20	maintenance facility site for the system. After reading	
21	the EIR/EIS it is clear to our committee that the current	
22	transportation systems cannot accommodate our projected	1
23	state population growth and will be challenged in doing so	PH-S008-4
24	with the needed expansions.	rn-5008-4
25	The cost analysis for expansions versus the cost of	





1 constructing a high-speed rail system alone shows the 2 value of this proposed system. Coming from a community 3 where most high school students have never traveled to 4 Yosemite National Park upon graduation nor have they 5 traveled beyond a hundred mile radius of where they 6 reside, I can tell you that a train system will provide 7 access for educational opportunities, social and cultural 8 events, sports and athletic competitions for our youth in 9 a quick travel time and in a safe reliable manner. 10 Our community has double-digit unemployment rate which is chronic. Many unemployed individuals do not have 11 12 cars or are limited to their travel time. A high-speed 13 train will provide access to higher paying jobs from 60 to 14 120 mile radius and will connect large urban economies and business centers to the Central Valley. Since many 15 16 individuals that live in the Merced community are already 17 communicating to other cities for employment, this 18 high-speed system can positively contribute to reducing 19 the number of vehicles on the highway through an 20 integrated transportation system. 21 As a doctor, I am very concerned about the air 22 quality of the Central Valley. I am seeing more and more 23 children with asthma and upper respiratory problems. 24 After reading the EIR/EIS, our committee believes that 25 high-speed rail is better for the environment than

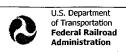
PH-S008-4

cont



1	expanding highways and airports, since most alignments are	ļ
2	within or adjacent to existing railway or highway	PH-S008-4
3	right-of-ways.	cont
4	I concur with the Authority's assessment that the	
5	high-speed train system will likely reduce air pollutant	
6	emissions from vehicles and provide a system that can	
7	reduce the pollutant emissions that come with population	
8	growth. This plan transportation infrastructure solution	
9	can help improve the Central Valley's air quality and	
10	promote transit oriented growth to meet future population	
11	demands. The Merced community will be able to take	:
12	advantage of the benefits from a high-speed rail system,	
13	and the students of U.C. Merced will have regional access	
14	and transportation to them.	
15	Our committee believes that the process of	
16	developing a system will provide opportunities to	
17	encourage local growth strategies around Highway 99, which	
18	will help preserve agricultural land in the long term	
19	since agriculture is still our number one economic	
20	CHAIRMAN PETRILLO: You are running out of	
21	time.	
22	DR. BASEE: I'm sorry.	
23	In conclusion, I can assure you that the Merced	
24	County High-Speed Rail Committee will continue to advocate	PH-S008-4
25	for a high-speed raill to our region, and we will continue	cont





1 to be strong supporters of the high-speed rail. PH-S008-4 cont 2 Thank you. 3 CHAIRMAN PETRILLO: Thank you very much. Mr. Ed Thompson. PH-S009<sup>5</sup> MR. THOMPSON: Good afternoon, Mr. Chairman, Members of the Authority. I am Ed Thompson, California 7 Director of the American Farmland Trust. I will be 8 submitting comments later on for the record. 9 American Farmland Trust is a 24-year old national 10 conservation organization dedicated to keeping our 11 nation's best farmland in agricultural use and helping 12 assure that it's farm sustainable. We opened our first 13 office here in California in 1983. I myself have played a 14 role in operations here for nearly that long. PH-S009-1 15 The proposed high-speed rail system would be one of 16 the best things ever to happen in California or one of the 17 worst. It can harness tremendous civic enthusiasm to 18 build diverse, efficient, livable communities in the midst 19 of a living landscape of sustainable agriculture and a 20 healthy environment. But without a comparable effort to 21 harness the development that it will certainly attract, to 22 prevent it from getting out of control, the system could 23 cause a train wreck for agriculture, for the environment 24 and for every Californian who will end up paying the tab 25 for sprawl.







PH-S009-1 cont

1 The American Farmland Trust is particularly concerned about the Central Valley, which we've ranked as 2 3 the most productive and most threatened agricultural region in the United States. The EIR concludes that 4 5 within the time frame it analyzed the growth in the valley 6 that nearly a half million acres of farmland would be 7 developed. But it almost certainly underestimates the 8 impact of the rail system on the valley and its farmland. 9 For one, it concludes that the project will have little 10 affect on growth, even though your own literature boasts 11 that this will create a new California gold rush. And the 12 testimony here today certainly confirms that people are 13 expecting a lot of growth in the valley. It seems to 14 assume that the valley will grow more like the Bay Area 15 than like the valley has to date, consuming far less 16 farmland for new residents. But the EIR offers no 17 convincing evidence of how this dramatic transformation is 18 going to take place. 19 Finally, the EIR appears to ignore the substantial 20 amount of development, as much as 20 percent, that is occurring on ranchettes outside the valley's urban areas, 21 . 22 which this project could exacerbate. A more realistic 23 examination of the impact of the high-speed rail system on 24 Central Valley farmland would probably reveal that it has 25 more than doubled what the EIR projects. That is what

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1 some researchers at U.C. Berkeley that AFT asked a number PH-S009-1 cont 2 of years ago to look at this very question concluded. 3 If that is the case, within a generation the Central 4 Valley could start to resemble the L.A. basin. If that 5 seems far-fetched, consider when President Kennedy took 6 office, Los Angeles was still the number one agricultural 7 county in this country. 8 The main issue, though, isn't necessarily whether 9 the EIR is wrong. It is really whether the local 10 governments and state agencies will step up their efforts 11 to plan for and manage growth in the Central Valley and 12 elsewhere in California. There are already laws on the 13 books to enable them to do this. A good example passed 14 just last session here in Sacramento. It was AB 857, 15 which is a blueprint for smarter growth in this state. It 16 calls for better use of vacant, urban land and more 17 efficient development on the edges of cities and better 18 protection for farmland and for open space. 19 CHAIRMAN PETRILLO: You are running over our 20 time. 21 MR. THOMPSON: I will, Mr. Chairman. 22 We believe that one of the alternatives that the 23 Authority and its consultants should look at to link this 24 law and other smart growth policies to the rapid rail

PH-S009-1 cont

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system. If we marry the high-speed rail system with smart





1 growth and only if we do so, we can build a better PH-S009-1 2 California where roads are less congested and our skies cont 3 are less crowded, our environment is cleaner and our 4 housing is more affordable and our agriculture can still 5 be counted on to feed the nation and the world. 6 Thanks for your attention. 7 CHAIRMAN PETRILLO: Thank you very much. 8 My recollection of the EIR, it indicated that 9 compared to a road system carrying the same number of 10 people, there would be less sprawl in the Central Valley 11 from the high-speed rail. So I would be interested in 12 getting your comments on specifically that part of the 13 analysis. 14 MR. THOMPSON: Will do, Mr. Chairman. CHAIRMAN PETRILLO: Jay Hansen, State Building 15 16 Construction Trades Council. MR. HANSEN: Good afternoon, Mr. Chairman, PH-S010<sup>17</sup> 18 Board Members. I am Jay Hansen with the State Building PH-S010-1 19 Trades Council. We represent about 400,000 unionized 20 construction workers in California. 21 The brothers and sisters of the building trades know 22 that when it comes to building high-speed trains and the 23 lines, it's not a matter of if, but a matter of when. We 24 endorse the plans laid out in the Draft Environmental 25 Impact Report. As builders in California we pay attention

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PH-S010-1 cont

1	to the issue of transportation in the state, and we can
2	back up the claim that transportation supply in California
3	does not meet demand.
4	We support the conclusion that our transportation
5	system should meet the demands of our growing population.
6	We support the conclusion that a system of high-speed rail
7	covering over 700 miles across the state will go a long
8	ways towards meeting our future transportation needs. The
9	EIR report found that this system will give us one-half
10	million more jobs for California, a two-to-one return on
11	investments to build the system and give our economy a
12	kick start. It is an investment in an infrastructure that
13	will truly meet the needs of future generations.
14	We appreciate the fact that once operating taxpayers
15	won't be asked for additional money to run the system.
16	And because high-speed trains are inexpensive, safe and a
17	reliable mode of travel, we believe this will go a long
18	ways towards meeting our current future demands.
19	High-speed trains will relieve traffic congestion and
20	create jobs, and I am here to say that we strongly support
21	California's proposed system of high-speed trains as
22	outlined in this draft report.
23	I appreciate your time.
24	CHAIRMAN PETRILLO: Thank you very much.

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Stuart Flashman.

**PH-S01** 

PH-S011-1

1 1	MR. FLASHMAN: Good afternoon, I am Stuart
2	Flashman. I am an attorney representing the California
3	Rail Foundation and Train Riders Association of
4	California. We will be submitting some more detailed
5	written comments, but I did want to take this opportunity
6	to give you our first read on the documents we have seen
7	so far. As you are aware we have submitted a public
8	records request and have not yet received all the
9	documents we requested, so we can't give a fully
10	comprehensive comment as of yet until we have seen those
11	documents.
12	TRAC and the California Rail Foundation generally
13	support implementation of a high-speed rail project
14	connecting the Bay Area with Los Angeles. We are very
15	concerned about the current draft EIR. We feel the EIR is
16	seriously flawed and needs to have some extensive work
17	done on it before it will be an adequate document to guide
18	this agency's decisions.
19	In particular, we are very concerned about the
20	document's failure to include Altamont alignment. We feel
21	the document's design in rejecting that alignment for
22	consideration was flawed. First off, the document asserts
23	that it is infeasible to split trains between those going
24	to San Jose and those going to San Francisco and those
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going to Oakland. And consequently in instead of





1 splitting trains, it uses separate trains for each of 2 those three destinations, thereby reducing the number of 3 trains that go to each destination. 4 Train splitting is very feasible and very 5 practicable and is being done routinely in Europe and 6 Japan and other places that have high-speed rail systems. 7 There is no good reason for this EIR to reject train 8 splitting and to consequently reduce the ridership. If 9 the ridership was realistically calculated, it would show 10 the Altamont ridership would be significantly greater than 11 the ridership that is shown for Pacheco. 12 Furthermore, the EIR does not give a proper 13 calculation of the ridership from San Francisco to 14 Sacramento. That is a very significant route. If the 15 Altamont route is chosen, there will be significant 16 ridership. IF the Pacheco route is chose, that ridership 17 will be virtually zero. There is no attraction for 18 ridership -- for a train ride from San Francisco to 19 Sacramento that takes almost two hours. You can do almost 20 that well by automobile. It just won't work, and there is 21 no reason for their being any ridership if it goes the 22 Pacheco route. 23 Also, in terms of the proposal that there needs to 24 be a new Dumbarton rail bridge, as the Authority I am sure

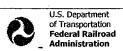
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is quite aware, there is going to be a rehabilitation of



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PH-S011-1 cont

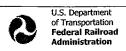
1 the existing Dumbarton rail bridge. There is no reason 2 why that rehabilitation could not include making that PH-S011-1 3 bridge usable for high-speed rail, and that alternative 4 should have been considered. 5 Beyond that, I want to just briefly mention two 6 points. One is that, as mentioned by the representative 7 from the American Farmland Trust, the EIR just grossly 8 underestimates the growth inducing impacts of this 9 project, particularly in the Central Valley. There is a 10 reason why all these people are here from Merced asking 11 the high-speed rail go through Merced, because it is going 12 to give them growth. It is not to say that that growth is 13 bad, but it needs to be acknowledged. Impacts need to be 14 considered and there needs to be appropriate mitigation 15 such as, for example, linking the land use to the 16 transportation. 17 Finally, the EIR essentially defers consideration of 18 many of the environmental impacts to the project level 19 EIRs. It does not identify ways in which one can ensure 20 this level of programmatic EIR that the impacts will be PH-S011-2 21 mitigated. It simply says we will put it off to project 22 level. That is improper. You can -- you don't have to go 23 through the detail, but you do have to provide some 24 assurance that those impacts will be mitigated, and the

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EIR doesn't do that.

1 Thank you. 2 CHAIRMAN PETRILLO: Thank you very much. 3 Next is Benjamin Duran. PH-S0124 MR. DURAN: Good afternoon, Chairman Petrillo, and the rest of the Members of the Board. I am here in a 6 couple of capacities. I am here as President of Merced 7 Community College District and also as President of the 8 Merced County Hispanic Network. Additionally, I am also a 9 member of the Merced County High-Speed Rail Committee. 10 I want to take an opportunity to talk to you as a community college president, I am encouraged by the 11 12 opportunities that the presence of a high-speed rail 13 system in the Central Valley would mean to my students. 14 You have heard today about the University of California 15 coming to Merced and the benefits from that to the 16 university, the high-speed rail for the university. 17 However, Merced College and a number of other community 18 colleges sit in the Central Valley and produce many 19 students. One of the problems with community college 20 students in the Central Valley oftentimes is that when 21 they transfer to urban areas, to other parts of the state, 22 to take their education, we don't get them back. 23 the best and brightest of our talents sometimes. 24 the Central Valley, as you have heard, it is essential for 25 us to have those young people come back home and make our

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PH-S012-I

1 communities stronger. 2 A high-speed Rail system through the Central Valley 3 would provide an opportunity for these students to attend 4 community colleges locally. It would allow them to 5 literally choose to attend almost any university in the 6 state and still live at home if they chose to do so. When 7 they graduated from university, to assist, to continue to 8 assist at home. They could literally live in the Central 9 Valley and still avail themselves of the professional 10 opportunities that are provided throughout the State of California. 11 As a result, for my students the high-speed rail 12 13 promises opportunities to this day that have never been 14 dreamt of. You've also heard Merced County and its 15 neighboring counties historically suffer from double-digit 16 unemployment. The economic development implications 17 suggested by the successful completion of high-speed rail 18 project offers much hope to the residents of Merced County 19 and the Central Valley. The potential job markets in 20 other parts of the state that would be open to our 21 residents, coupled with the opportunities locally that result from the development of the system, have great 22 23 potential for this historically underutilized workforce. 24 I can see people who currently have no place to work

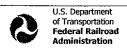
PH-S012-1 cont

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literally getting on the train and going 30 minutes into





1	the Bay Area and working there and then coming home to	1
2	their families. We have people who currently commute to	
3	the Bay Area from Merced County, and the quality of life	
4	for them is something that we have to consider. We they	PH-S012-1
5	have children in their schools, truly, if you jump in a	cont
6	car and you drive two or three hours to go to the Bay Area	
7	to go to work, and then you come home, you're bone tired.	
8	You don't participate in your children's schooling. You	
9	don't participate in your community. The High-Speed Rail	
10	Authority has an opportunity to provide quality of life	
11	improvement for our residents that, again, up to this	
12	point could never been considered.	
13	It is for these and other reasons that I support the	
14	Board's pursuit of project. Upon evaluation of the	1
15	environmental considerations and other projections in the	PH-S012-2
16	Draft EIR/EIS project, I want to state that I am in favor	
17	of the Merced to San Jose route, with the route stop in	1
18	Merced at Castle Aviation and Development Center in Merced	PH-S012-3
19	County. Further, I am in support of the development and	
20	construction of a maintenance facility at the same site	PH-S012-4
21	which currently provides	
22	CHAIRMAN PETRILLO: Mr. Duran, excuse me,	
23	you're running over.	
24	MR. DURAN: which currently provides for the	
25	acreage and infrastructure necessary for such a facility.	PH-S012-4 cont

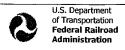




1 Thank you, Mr. Chairman. 2 CHAIRMAN PETRILLO: Thank you very much for 3 your comments. If you have written --Mr. Tim Cremins. Tim Cremins. 4 Darin Gale. MR. GALE: Thank you, Chairman, Board Members. PH-S013 <sup>6</sup> My name is Darin Gale. I work for the Sacramento 8 Metropolitan Chamber of Commerce. The Sacramento 9 Metropolitan Chamber of Commerce represents the six local 10 counties around this area, both Sutter, Yuba, El Dorado, PH-S013-1 11 Placer, Sacramento and Yolo Counties. I staff the 12 Transportation and Air Quality Committee. In that 13 committee we did hear a presentation from Chris, and after 14 the presentation our committee did take a position to 15 support in concept high-speed rail. Our transportation 16 team is inside a nonattainment air quality district. We 17 see this as being a vital alternative to both rail -- to 18 both automobile and air traffic. We see it being a great 19 opportunity to connect the cities throughout our state, 20 and we look forward to hopefully one day having an 21 intermodal station. Hopefully it will be built soon. 22 are on the process of receiving the federal appropriations 23 to build it. We hope that it will connect our rail, Light 24 Rail and one day the high-speed rail. 25 So we are encouraged. We definitely do support in

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1 concept high-speed rail and hope there will be a stop here 2 in Sacramento soon. PH-S013-2 3 Thanks. 4 CHAIRMAN PETRILLO: To call again, Mr. Tim 5 Cremins. Is he here? Michael Kie- --PH-S014<sup>7</sup> MR. KIESLING: Thank you. Michael Kiesling from San Mateo, representing myself. It is nice to see a 9 lot of Board Members here. A lot of times it seems in 10 these hearings somebody draws the short straw, and you 11 have one board member and everybody else sort of wanders PH-S014-1 12 off. Congratulations for sitting around on this. 13 When I leave here this evening to head back to San 14 Francisco, today it will take about an hour and 45 15 minutes, an hour and 50 minutes back into Oakland. Amtrak 16 is planning to speed that up with the high-speed system 17 which you are looking at it. In 20 years hopefully we 18 will have something built. 19 One of the alternatives, though, Pacheco, I ride all 20 the way down to Chowchilla and then get back up into 21 Oakland. It would be roughly about the same amount of 22 time. Of course, it would be going very fast, sort of 23 unreasonably fast. In one of your documents it says you 24 would be running to achieve a schedule an hour and 40 from 25 here to Oakland nonstop. You would have to average 300

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PH-S014-2

- 1 kilometers per hour, which is almost as fast as the train
- 2 goes the entire way between here and Sacramento
- 3 [verbatim].
- 4 There are -- the people from Merced have a very
- 5 interesting point that they make when they talk about the
- 6 maintenance facility, the heavy maintenance facility for
- 7 the trains. One of the problems with the information
- 8 getting out here is in your documents you two different
- 9 kinds of facilities. You have light storage. You have
- 10 storage and light maintenance, and you have heavy
- 11 maintenance. Everybody should know that heavy maintenance
- isn't the same as the light storage and maintenance.
- 13 That's where they pump the toilets and store the trains
- 14 between when they are running out of the stations. That
- is currently in your EIR, which is suggested for either
- 16 Los Banos and Merced.
- 17 The heavy maintenance, where they fix the trains and
- 18 there are good jobs where you work on heavy machines and
- 19 change the wheels and all that is planned for two
- 20 locations in Los Angeles or one in Bakersfield.
- 21 The train storage issue is also interesting.
- 22 California needed high-speed rail ten years ago. I've
- 23 traveled around a lot. I like this; this is my hobby.
- 24 This is what I do. So much fun stuff doing the high-speed
- 25 stuff. A unique feature you have, though, is here you are

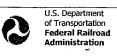




1	planning to take empty trains from either San Francisco or	
2	San Jose or Oakland and run them all the way back out to	
3	Central Valley to pump their tanks and store them until	
4	they are ready to run out and run them back up to San	PH-S014-2 cont
5	Francisco. In your EIR it says, in your Draft EIR you say	
6	specifically these need to be within five minutes of the	
7	end-of-the-line station and it then says but our choice is	<u>.</u>
8	to 200 to 300 kilometers away in the Central Valley. That	1
9	doesn't make sense.	
10	Another little thing you come into that is a slight	1
11	oversight, nowhere in your document, as far as I can tell,	·
12	do you mention the San Joaquin Valley National Cemetery.	
13	The Pacheco alignment either runs right through it, not	
14	the grade stop, but across the property or right past the	DIV COLL 2
15	cemetery. People have done word searches for cemetery.	PH-S014-3
16	You turn up Cemetery once. The quality of your maps are a	
17	little bit tough, but relative to the different maps there	
18	are, you are either right next to the Cemetery or running	
19	through the Cemetery. You need to look that up before it	
20	goes to final comment.	
21	And finally, you all obviously know that I will	
22	wave the flag that says the EIR isn't good until Altamont	
23	is back fully considered as a full alternative. And just	PH-S014-4
24	one little nugget that comes out of your Appendix 2H, one	
25	of the issues is wetlands. In your tables you have from	



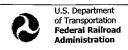




1 the discarded Altamont alignment the number of acres of 2 wetlands that will be affected by the Altamont alternative between the Bay -- between the Dumbarton crossing and the 3 PH-S014-4 Central Valley. That is 27.4 acres. For your Pacheco 4 cont alignment it is 290 acres. That is a factor of ten. It 5 6 seems the numbers and the text in this draft document 7 don't add up, and that is why a lot of people are 8 frustrated. 9 Once again we needed high-speed rail ten years ago 10 in this state. I would like to get home a little bit 11 quicker than in 20 years than taking the Capitol when I 12 leave here 5:46 or whenever this evening. Get this built. 13 Get it built right. We only get one chance and it is a 14 lot of money. Thank you again and thanks for you all 15 staying around. CHAIRMAN PETRILLO: Thank you very much. I 16 17 really appreciate the specificity of your comments, and that gives our consultants an opportunity to really look 18 19 at that. 20 CHAIRMAN PETRILLO: Is Tim Cremins here? MR. CREMINS: I apologize. I thought I was PH-S015<sup>21</sup> passed up. Thank you. 22 I think you've heard most of the comments. We 23 24 represent both members and public in the private sector. PH-S015-I 25 And we think, of course, for lack of a better term, this

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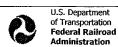




1 is a wonderful thing. I think as airports become crowded 2 modes of transportation, high-speed rail is definitely the 3 answer. We believe we have gone through several EIRs and PH-S015-1 4 several different types of transportation projects. We cont 5 believe it meets the threshold of what it is supposed to 6 do and believe it will serve the state well. 7 Thank you very much. 8 CHAIRMAN PETRILLO: Thank you. Dan McNamara. **PH-S016**<sup>1.0</sup> MR. MCNAMARA: Good afternoon, Mr. Chairman. 1.1 Dan McNamara from the Train Riders Association of 12 California. TRAC has assembled a ten-member board of 13 engineering people to review the EIR document, and I will 14 just talk about the Central Valley alignment today. 15 On the Sacramento to Bakersfield alignment, after PH-S016-1 16 reading your documents, it looks like you have proved that 17 the two alignments that you've looked at, the Burlington 18 Northern Santa Fe and the UP alignment are infeasible. 19 After reviewing everything, it looks like the capital costs went up 8- to \$10 billion. These two options use 20 21 too much agricultural land. They damage the economic 22 vitality of the whole Central Valley by tearing up the 23 Central Valley, especially in particular the UP line. 24 The noise impacts, I think, are intolerable. You 25 have trains running with a hundred DB noise on elevated

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PH-S016-1

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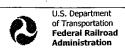
1 structures, trying to shoehorn it into the line. So all 2 these little towns will get no service because we are only 3 stopping this train a few times, but they get all the 4 impact. 5 We can't understand the way the standards were 6 built, the way it winds through the valley, at some point 7 being 25 miles off of 99, so it seems funny that we are 8 trying to squeeze it in and then we move away without --9 this isn't anything new. Your predecessor group, the 10 California High-Speed Rail Commission in its 1996 report 11 stated that the Burlington Northern Santa Fe line is 17 12 percent longer than the new alignment, requires too much 13 elevated structure. It, therefore, was infeasible. 14 UP alignment, because this alignment is close to densely 15 populated areas, again a lot of elevated structures, 16 tunnels and clearly disrupting the downtowns of the 17 Central Valley, it was also proven not feasible. 18 Your consultant, Parsons Brinkerhoff Quad Douglas in 19 its results in 1996 stated engineering issues and 20 environmental impacts raised in the Central Valley 21 alignment options largely stem from the relative proximity 22 of it to urban areas. Construction costs are 23 significantly higher and damage to the environment as it 24 gets close to urban areas.

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All is not lost here. I pinned it down to two





PH-S016-1

cont

- 1 options that you had that you've proven aren't feasible.
- 2 In the 1996 study the Parsons Brinkerhoff recommended an
- 3 alignment called the West of 99 alignment. This alignment
- 4 ran West of 99 and then had tracks going in and out of
- 5 major cities so that 80 percent of the express trains,
- 6 which is what this service is, is express, stay out of the
- 7 urban areas of the town and just stop for the various
- 8 cities. I really respected that study. It was done well.
- 9 As you know, your predecessor Ed Jordan, ex-Conrail
- 10 CEO, I think was one of the smartest people I met in
- 11 high-speed rail in California, and I think that is a lack
- of respect we don't put that option back and compare it to
- 13 these two. At that point it was several billion dollars
- 14 less. I will say it again, several billion dollars less.
- 15 But it was removed. We have reviewed all of your
- 16 documents. We can't see where there was a large
- 17 discussion by the Authority removing this option. We
- 18 think it would be very good to put it back into this
- 19 study. We have searched all your documents again to try
- 20 to find a negative comment made by your consultant,
- 21 Parsons Brinkerhoff. We can't find any.
- I think it would be very good, and this report would
- 23 be incomplete, unless you put the West of 99 option back
- 24 in.
- Thank you.

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PH-S017-1

1	CHAIRMAN PETRILLO: David Underwood.
	MR. UNDERWOOD: Thank you, Mr. Chairman and
PH-S017 <sup>2</sup>	
3	Board. I am David Underwood. I am the secretary of
4	California Nevada Regional Conservation Committee, member
5	of the National Transportation Issues Committee of the
6	Sierra Club and also here for Transportation Involves
7	Everyone.
8	We are quite concerned with your route selection.
9	You have dismissed with just a cursory discussion the
10	Altamont route. You have basically chosen the Pacheco
11	Pass route which will create an urban sprawl in the Los
12	Banos area. The Altamont route will actually cost less
13	and add only ten minutes from L.A. to S.F., but would add
14	at least a half hour from Sacramento to the Bay Area.
15	Merced would be better served by the Altamont route,
16	for that matter. The route is going through Merced or
17	close to it. Merced, for whatever reason, people in
18	Merced seem to want a Diablo route. The Diablo route is a
19	straw man argument. No one is going to build a tunnel
20	through the Mt. Hamilton area. That route would go
21	through the largest undeveloped area in the state. That
22	is not tenable at all.
23	There is also other alternatives. But the
24	high-speed users one, we are not opposed to high-speed
	<u>.</u>

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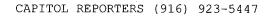
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rail. High-Speed rail uses one-tenth the amount of fuel





1	that an aircraft does to carry the same amount of	
2	passengers the same distance. And it's as efficient, if	
3	not more efficient, for distances up to 600 miles. The	
4	speed, the travel, the ease of travel, the access, and you	PH-S017-1 cont
5	do not have to have all the security measures that you	
6	have at airports. Unfortunately, the latest incident	į
7	raises the issue somewhat. But as I said, the	
8	Merced-Sacramento-L.A. route would not be on the route at	
9	first build. So Sacramento to the Bay Area would not be	
10	part of your first route. So people in Sacramento would	Ì
11	be waiting several years to get their route to the Bay	
12	Area, while the route goes through Los Banos. Routing Los	1
13	Banos with a planned station at Los Banos makes one wonder	
14	why would one put a station in the middle of open farmland	
15	where there is nothing there unless somebody has some	PH-S017-2
16	urban areas planned there for urban building, and the	
17	route continuing back through San Jose and north of	
18	Salinas in that area would have to go slower because it is	
19	projected to go through urban areas and could not travel	
20	the 200 mile an hour speed that it travels.	
21	So we have several problems, and in particular the	1
22	exclusion of the Altamont route and the cost differences.	
23	The Altamont route would be cheaper. So it needs to be	PH-S017-3
24	included in the study and it needs to be studied quite	
25	thoroughly. Furthermore, the EIRs have not done any	







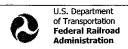
1 studies on the these routes. What you are doing is saying 2 we are going to choose the route and then do the studies 3 later. That cannot go. That is not acceptable. You will PH-S017-3 cont 4 have to do the studies on the routes first to show why 5 these routes are acceptable or not acceptable before you adopt the route. Can't adopt the route first and then 6 7 come out with EIR. 8 Thank you. CHAIRMAN PETRILLO: Eddy Moore. MR MOORE: Mr. Chairman, Members of the PH-S018<sup>10</sup> 1.1 Committee. Thank you for giving us an opportunity to 12 speak. I am Eddy Moore, Planning and Conservation League. 13 And I would like to associate myself with some of the 14 remarks that have been made before, that we believe at PH-S018-1 15 this point, and we've taken a serious look at what we've 16 been able to obtain and what is available so far, and we 17 have retained expert staff to help us with that and we 18 will continue in that effort throughout this process. 19 From what we have seen, despite the benefits that we 20 want to see from high-speed rail, the Draft EIR is at this 21 point, and we are concerned that it's fatally flawed in 22 the omission of the kind of full and apples-to-apples 23 comparison of Altamont with the other routes. That point 24 has been made a number of times here. I could go into

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some of the specifics, but what I would really like to do





PH-S018-1

1 is move one step beyond that and say that we would like to 2 work with the Authority and to find what are the 3 parameters of looking at a side-by-side comparison that we 4 think would satisfy a lot of people who around the state 5 have become concerned about the project and maybe allow it 6 thereby to move forward. 7 But I know that the Chair has asked for specifics 8 earlier in the day and particularly written comments. We 9 will submit very complete written comments. Let me give 10 you an idea of some of the example issues. 11 The explication of the Sacramento ridership where my 12 neighbors here in Sacramento have one option that would 13 get them to San Francisco 50 minutes faster versus another 14 one that is as slow as the current Capital train. 15 leave the 50-minute faster version off the table and not 16 even look at it. Our neighbors from Merced would be 17 equally well-served. The argument of splitting the 18 ridership three ways in the Bay area, I think that could 19 be dealt with as we look at how Oakland is served. I 20 think that there is a lot of discussion that could go on 21 around the environmental impacts to the Bay. What we are 22 hearing from other environmentalists is that that is an 23 option that you should look into. There may be some 24 synergy between the work that would be done to upgrade the 25 Dumbarton crossing and other environmental projects going

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PH-S018-1 cont

- 1 on in the Bay now.
- I think one thing we find a lack of in the existing
- 3 Draft EIR is a lack of a very complete and clear
- 4 side-by-side comparison of ridership to and from different
- 5 cities under Altamont versus the routes being proposed by
- 6 the Authority. And that is strategy of deferring the
- 7 alignment decision until another level of environmental
- 8 review, we think that in a sense you can't have it both
- 9 ways, and say we will decide later what the route is, but
- 10 this is not the main basis for that.
- 11 However, the Authority has, prior to EIR, eliminated
- 12 major route decisions. I realize there is a whole panoply
- of route alignments that have been eliminated in the past.
- None of them stand out in the sense of being the preferred
- route of the High-Speed Rail Commission, which is the case
- with Altamont. In other words, they did look through a
- 17 lot of routes. They came up with one that they took as
- 18 the preferred route. We think it is unusual that the
- 19 preferred route would not be one of the routes considered
- 20 as we go forward.
- 21 Thank you very much.
- 22 CHAIRMAN PETRILLO: Thank you very much for
- your offer to work with us, help us in working out the
- 24 EIR.
- 25 Mr. Gene Robinson.





PH-S019-1

## MR. ROBINSON: Mr. Chairman, Members of the PH-S019<sup>1</sup> Board. I am a retiree living in Elk Grove, City of Elk 3 Grove, which is -- my residence it is near the traction 4 line which would be one of your proposed routes, at least 5 for your Light Rail. My comment is more along your 6 operational line rather than your EIR. I just wanted to 7 share a couple of thoughts with you. 8 Not too long ago, about a year ago I guess, in Elk Grove we had a person drive around a crossing arm and get 9 10 hit by a train there on the main boulevard in Elk Grove. 11 And I would like to suggest to you that if you do go ahead 12 and build your Light Rail -- your High-Speed train, that 13 you try and develop some type of a cross-arm that would 14 block the entire roadway as you get into the grade level 15 crossing. I know your proposals are for high overhead types in the dense areas. But as you get out in these 16 17 country crossings try and block the whole roadway so 18 nobody can drive all the way around the thing and get hit. One reason I especially mention this, my wife and I 19 20 obviously are retired. We travel through Europe, and 21 where they have these high-speed runs over in Germany, at 22 least the time wait over there for an oncoming high-speed 23 train is a long wait. And Americans are really going to 24 be really impatient if you drop that arm, no train in

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sight anywhere, and you sit there and you sit there and





1 you wait and wait and wait, and finally "shw," the thing 2 goes by. It is a different experience if people are not 3 used to. And I think you are going to have to educate the public to this a little bit. I realize these are PH-S019-1 5 operational comments. But it is something that you should 6 give some consideration to as you bring this experience to 7 the public. 8 CHAIRMAN PETRILLO: Thank you very much. That 9 is not simply operational; that is part of the overall 10 design of the system and the need for grade separations in 11 the construction. 12 Russell Reagan. MR. REAGAN: Thank you. I just want to also PH-S020<sup>13</sup> 14 concur with the some of what the earlier speakers said 15 about the scope of EIR, that it's inadequate until the PH-S020-1 16 Altamont routing of the northern mountain crossing is 17 considered. Also, something that they didn't point out 18 which is that the problem with how the Bart system was 19 planned and built was that it neglected the need for 20 longer distance trains that could share the tracks if it 21 was built as a track system that could accommodate 22 different levels, different types of service, short and 23 long distance. And likewise, this high-speed rail system 24 should be planned as a system that could also accommodate

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that the infrastructure could be used also for shorter





1	distance trains, especially to serve the Bay Area markets	
2	to the north or to the Central Valley, San Joaquin,	
3	Modesto and Sacramento. And I have examined the arguments	
4	for why Altamont has not been included in this EIR. I	DIL GOOD I
5	think that the arguments are specious about too many	PH-S020-1 cont
6	branches to the line because most of the market passengers	
7	will be traveling point-to-point, all the way.from their	
8	Northern California destination to their Southern	
9	California destination and having that many branches in	
10	the line really is not a problem operationally. So I	
11	strongly support expanding the scope of EIR to include	
12	Altamont.	
13	Thank you.	
PH-S021 <sup>14</sup>	CHAIRMAN PETRILLO: Paul Dorn.	
15	MR. DORN: I will be very brief. Welcome to	
16	Sacramento. My name is Paul Dorn. ${}^{\circ} extsf{I}$ am the Executive	
17	Director of the California Bicycle Coalition. A lot of	
18	people have already made the case for high-speed rail.	
19	It's much needed. However, we have serious reservations	
20	about the lack of the Altamont Pass option being studied	PH-S021-1
21	and would have a hard time supporting the high-speed rail	
22	if that option wasn't thoroughly examined.	
23	Thank you.	
24	CHAIRMAN PETRILLO: Thank you very much.	
25	Barbara Washburn.	





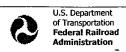


PH-S022-1

## MS. WASHBURN: Thank you, Mr. Chairman and PH-S022<sup>1</sup> Board Members. My name is Barbara Washburn. I am an 3 environmental toxicologist and a member of the Central 4 California Traction Rail to Trails Conservancy and the 5 Sheldon Community Association. The Rails to Trails 6 Conservancy, I don't know if you are familiar with that 7 organization, but it is a national organization and our 8 local group is interested in promoting the Central Valley 9 traction line as a hiking, biking and equestrian trail. 10 As you know, one of the alignments for the 11 high-speed rail is right along the California traction 12 line. In your EIR you have -- option A8 was identified as 13 the preferred option because it had a low potential impact of county and cultural resources. I think this document 14 has failed to consider the impact of that alignment on the 15 16 small communities that are along the central California 17 traction line. There are communities, Sheldon, Wilton and 18. Harold, for example. These are old agricultural 19 communities. There is still a lot of grazing land and 20 some irrigated agriculture in the area. These communities 21 were founded in the mid 1800s, and there is a real desire 22 on part of the people in this part of the Sacramento 23 County to maintain the agricultural lands and rural 24 heritage. This is some of the few remaining areas within 25 Sacramento County that is of this sort and has this

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1	character. I think it would be a big mistake to align a	
2	high-speed rail which would literally go through the	
3	middle of many of these small communities.	
. 4	Furthermore, with respect to biological resources,	DVI 9000
5	to put the train the train, to have it run through	PH-S022-
. 6	along the central California traction line would introduce	
7	a major transportation network in the area in which there	
. 8	is none, and, therefore, I believe would have some	
9	significant biological impacts that were addressed in the	
10	EIR. Seems to me that either the option along the Union	
11	Pacific or another corridor that's already established,	
12	that has major transportation activity there, would reduce	
13	the impacts to biological resources which there are	
14	significant biological resources which your document	
15	identifies them, of all of the whole line. Some of the	
16	most significant are on the Sacramento to Stockton route.	
17	I would urge you to consider these as alternatives	
18	in your deliberations.	
19	CHAIRMAN PETRILLO: Thank you very much. That	
20	is a very good point.	
21	Al Chaney. Mr. Al Chaney.	
22	Alan Miller.	
PH-S023 <sup>23</sup>	MR. MILLER: Good evening. Earlier Mr. Diridon	
24	said that the written comments are what is important and	PH-S023-
25	not the repetitive spoken comments. He's probably tired	





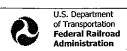
PH-S023-1

cont

- 1 of hearing the word Altamont, Altamont, Altamont over and
- 2 over again. Maybe there is reason for this. If I get on
- 3 the Capital Corridor today, one hour and 43 minutes I will
- 4 be in Emeryville. Mr. Storacoski [phonetic] intends to
- 5 take ten minutes off that schedule; that is one hour and
- 6 33 minutes to the end of rail where you then have to get
- 7 on a bus to San Francisco.
- According to the proposal in the 2000 business plan,
- 9 one hour and 45 minutes by high-speed rail to get from
- 10 here to downtown San Francisco. That doesn't make any
- 11 sense. You may have forgotten that the legislators are
- 12 here and they want to go to San Francisco and they want to
- 13 go to San Francisco airport. And those are the people,
- 14 the politicians who have a lot of influence as to what is
- going to happen with this project.
- 16 Speaking about politicians, in front of the Senate
- 17 Transportation Committee on the 17th of February,
- 18 Mr. Morshed stated that we asked the Germans, the French
- and the Japanese to review our work and that was in the
- 20 business plan to concur with our decision to eliminate
- 21 Altamont. Later stating it is in the environmental
- 22 document. It was reviewed by French, the German and
- 23 Japanese who all concurred on that.
- I would like to see in the response to my statement
- 25 here which Germans, which Japanese, which French. Because

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PH-S023-1 cont

1	I will tell you the large equipment manufacturers and the
2	people who build high-speed rail in Europe do not think
. 3	that it is sane to remove Altamont.
4	Also stated was in order to get to the San Francisco
5	Bay Area, you to have to cross a range of hills and
6	mountains there. So the question and there are no
7	existing rail tracks and nothing in there. So the
8	question is: How do you cross that area? This is not
9	true. There are two existing rail rights-of-way, and
10	they're over Altamont Pass. Also, the route studied
11	also, he stated that once you hit the Bay Area at Union
12	City it requires that three-way split. It doubles your
13	operating cost by coming through that area and it doesn't
14	make financial sense.
15	However, nowhere in the EIR does it state that there
16	will be a doubling of the operating cost, and I would like
17	that statement justified. And also the three-way split
18	only exists after the Phase II or Phase III extension to
19	Oakland. And also, in Europe it is totally feasible to
20	either have trains going to two different destinations or
21	split the train. It is done all the time, and it's
22	completely feasible.
23	I will say it again. Altamont.
24	CHAIRMAN PETRILLO: Mike Guerpette.
<b>PH-S024</b> <sup>25</sup>	MR. GUERPETTE: I would like to read a prepared

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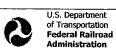


PH-S024-1

- 1 statement on behalf of the Central Valley Rails to Trails
- 2 Foundation. The Central Valley Rails to Trails
- 3 Foundation, or CVRTF, was formed in the year 2000 by local
- 4 Sacramento County residents interested in preserving a
- 5 27-mile Central California traction company railroad
- 6 corridor as a trail for nonmotorized transportation.
- 7 This section of the corridor runs east of Highway 99
- 8 from Elder Creek Road in Sacramento to Woodbridge Road in
- 9 Lodi. The CCTC corridor is one of two rail corridors on
- 10 the list of potential high-speed rail lines being proposed
- 11 the California High-Speed Rail Authority for a bullet
- 12 train. Variety of residential communities exist along the
- 13 corridor, including the suburban developments north of
- 14 Calvine Road and graduating from more rural areas of South
- 15 Sacramento and north San Joaquin Counties. Developers and
- Realtors gave assurances to adjacent home buyers that the
- 17 CCT tracks would be used for noncommercial -- would not be
- 18 used for commercial or high-speed trains.
- 19 The use of the corridor for high-speed trains would
- 20 cause local safety concerns. The corridor passes several
- 21 schools, potentially subjecting the school children to
- 22 dangers of high tension power lines and electromagnetic
- 23 fields. The potential structure of rail for a bullet
- train would impact local quality of life. The conversion
- of the CCTC to a rail trail would help improve the air

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PH-S024-1

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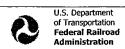
1 quality in Sacramento and San Joaquin Counties. The 2 counties have experienced high air pollution levels and 3 need to provide more opportunities for residents to leave 4 their cars at home while commuting to work and traveling 5 within the community. 6 Once the trail has been built, the CVRTF will 7 continue to serve as a liaison to the communities along 8 the trail, organizing volunteer patrols, cleanups, raising 9 public and private dollars to help develop and maintain 10 the community assets. CVRTF has gained support from the 11 Cities of Elk Grove, Galt, Cosumnes, CPAC, South Gate 12 Regional Park and District, Cosumnes River Indian 13 Association, South County Horsemen's Association, Wilton 14 Cosumnes Recreational Advisory Council, Sacramento Area 15 Bicycle Association, Sacramento Wheelmen, Great Valley 16 Center, and hundreds of other community leaders and 17 businessmen and organizations. 18 Based on a survey of property owners within a 19 thousand feet of the corridor, approximately 80 percent 20 are in favor of the trail. Many owners note their 21 opposition to a high-speed rail on the corridor resulting 22 from its potential negative impact on the quality of life 23 and value of their property. CVRTF is not opposed to 24 high-speed rail trains and understands that rails and 25 trails can coexist. However, since the CCTC has not been



1 used for several years, the foundation is concerned about 2 traumatic impact that would likely be caused by an active rail line. This is especially of concern for current and 3 4 perspective home buyers whose property value border the PH-S024-1 5 corridor. The CVRTF recommends the use of the other cont 6 Sacramento Stockton corridor due to its existing lines. 7 Its neighbors, property owners and residence are 8 accustomed to the use. 9 Thank you very much. 10 CHAIRMAN PETRILLO: Thank you. 11 Steve Martinez. PH-S025<sup>12</sup> MR. MARTINEZ: Thank you. This is my son 13 Daniel. That is my daughter Amanda. We are all opposed 14 to using this CCTC corridor. It literally runs right 15 behind my house. And that is why we are here this PH-S025-1 16 evening. 17 Please don't use that route. There are other routes 18 that are functional. It is literally right behind my 19 fence. 20 Thank you. 21 CHAIRMAN PETRILLO: Thank you very much. 22 And that is the comments that I have today unless 23 someone else wants to. 24 Thank you, everyone, for coming here. I think you 25 can see the difficulty in front of us, the disagreements







- 1 as to routes and other issues that we have as Members of 2 the Board and through the analysis of the Environmental 3 Impact Report make some sense of and resolve. 4 issues exist everywhere in a project like this. We 5 promise you we will do the best we can. 6 Thank you very much. 7 We noticed this till 8:00. We have finished at a 8 quarter after five. We will have someone here to take
- 10 (Break in testimony taken.)

## PH-S026<sup>11</sup>

9

MR. CHAMPION: I am here as a citizen, although

12 I work for state government. My name is Ken Champion.

whatever comments there are between now and 8:00.

- 13 And what my comment is, entails the map for the route of
- 14 the high-speed rail train. I would hope that at some
- 15 point the developers could entertain the idea of having a
- 16 segment of the overall system go from Bakersfield through
- 17 the El Cajon Pass of the Tehachapi Mountain range into the
- 18 large city of San Bernardino as an ultimate destination,
- 19 in addition to the other segments that now go to Los
- 20 Angeles, the south part of California.
- I would also hope that the time period for
- 22 development of the corridor land would not be too long in
- 23 coming on a Phase I type of development approach, because
- 24 it is my understanding that California's population is
- growing at the right of one-half million new people each

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PH-S026-1

1 year and land transformation is occurring at a rapid pace. 2 Preservation of the high-speed rail corridor is, PH-S026-1 3 therefore, an imperative to be done in a lead time project cont 4 basis, so that competing local land use does not become an 5 obstruction to the high-speed corridor development. 6 Thank you for taking my comments. 7 (Break taken in testimony.) 8 MR. CHAMPION: Ken Champion, further comments. 9 The train corridor should be quite wide, if possible, to 10 allow for a twin technology type of train system. 11 near term train system for the Shenkinsan train system and 12 the TGV system would be on one side of the corridor. 13 Midway across the width of the corridor would be a 14 separator and on the other side of the corridor would be 15 vacant land used for a future magnetic levitation train PH-S026-2 16 system, or if that technology does not prove to be viable 17 further expansion of the TGV and Shenkinsan type trains so 18 that more frequent train trips could be made, with 19 multiple ends of the line destinations such as between San 20 Francisco and Los Angeles, between Sacramento and Los 21 Angeles, and perhaps between San Bernardino and San 22 Francisco or San Bernardino and Sacramento, so a wider 23 train corridor should be examined. 24 The future growth of California is anticipated to 25 have a huge population. The more mobility options we can

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1	build into the train corridor system today, the less	
2	costly it will be tomorrow.	
3	The power source for the train system should look at	PH-S026-2
4	multiple electrical sources, including nuclear powerplants	cont
5	placed in safe uninhabited areas, since these are being	
6	used in Japan and Europe in a safe manner. And the	
7	nuclear technology for naval ships, that ride the ocean	
8	and go through rough ocean weather and a lot of vibration	
9	and movement, have stood the test of proving itself.	
10	Future mobility for California will be very important with	
11	this dedicated and separate passenger train system because	
12	it will remove passenger trains from being interspersed	
13	with freight trains. Freight trains of the future will	PH-S026-3
14	also have increased tonnage, freight loads that they will	
15	have to serve because of the huge population that	
16	California will have. That's all I have to say.	
17	There is one further thing I have to say regarding	1
18	train stations up and down the corridor of California. I	
19	would ask that it be very seriously considered that these	
20	stations be multi-modal transportation complexes, that	
21	interfaces with bus lines such as Greyhound and regional	
22	bus lines such as Yolo bus, Roseville Transit, El Dorado	PH-S026-4
23	Transit, and those regional lines serving other cities	
24	such as Fresno, Bakersfield, Los Angeles, San Francisco,	
25	for the convenience of riders, and that through ticketing	

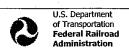




1 that allows an accountancy firm to partition the fares of 2 a person by mileage when they ride a bus or when they 3 tried the train or when they rent a car at the end of the 4 trip. PH-S026-4 cont 5 So that by using different modes and through 6 ticketing, everything could be arranged in advance, if 7 feasible. Door-to-door service, using the rental car 8 agencies placed in the multi-modal station complex could 9 make it convenient to transfer luggage and to walk from 10 place to place without having to endure long distances. 11 The rail yards in Sacramento could be an example of a 12 multi-modal transportation center that would be an end 13 station for the high-speed rail where it could come into 14 town, and people could see the political center of California and a lot of tourist attractions, as well as 15 16 the Metropolitan Convention Center and other types of 17 places to go. Light Rail systems, bus systems, high-speed 18 rail systems and rental car systems should all be 19 interfaced at these multi-modal complexes. This could be 20 a template for the future. 21 Thank you. 22 (Break in testimony.) MS. SERMERSHEIM: I am Kristi Sermersheim. PH-S027<sup>23</sup> 24 am a from San Jose, California. I think this would be PH-S027-1 25 great. I think the choice between the San Jose and Gilroy

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PH-S027-1

PH-S027-2

cont

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1
      route is clear. This train should go to San Jose. We
 2
      should leave Gilroy to garlic and the outlets, and San
      Jose is the city that ought to have a train station. I
 4
      have been in Japan. They are wonderful. Let's get one in
 5
      California. I'll pay for the bond -- I mean I will vote
 6
      yes. I won't pay the whole thing.
 7
            Thanks.
 8
               (Public hearing concluded at 8:00 p.m.)
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1	REPORTER'S CERTIFICATE
2	
3	
4	STATE OF CALIFORNIA
5	COUNTY OF SACRAMENTO ) ss.
6	
7	
8	I, ESTHER F. SCHWARTZ, certify that I was the
9	official Court Reporter for the proceedings named herein,
10	and that as such reporter, I reported in verbatim
11	shorthand writing those proceedings;
12	That I thereafter caused my shorthand writing to be
13	reduced to printed format, and the pages numbered 3
14	through 63 herein constitute a complete, true and correct
15	record of the proceedings.
16	·
17	IN WITNESS WHEREOF, I have subscribed this
18	certificate at Sacramento, California, on this 28th day of
19	March, 2004.
20	
21	
22	
23	
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25	ESTHER F. SCHWARTZ CSR NO. 1564



